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**Project Name:** Palmeraie - Phase 2  
**Project No:** #318178  
**Date:** July 24, 2020

Dear Mr. Carr:

The following is a summary and response to the comments provided as a part of the review for Palmeraie Phase II 7-ZN-2016#2 and CVL Project No.:1.01.0268926. Responses from Nelsen Partners, CVL Consultants and CivTech.

**Zoning**

1. The proposed rezoning application is to add the Planned Shared Development zoning overlay district to the entire Palmeraie property. For the next submittal, please submit a Zoning Boundary Exhibit (with dimensions) that incorporates the entirety of the Palmeraie site, not just the Phase II portion. (Zoning Ordinance, Sec. 1.305.)

**Refer to sheet A103 for provided Zoning Boundary Exhibit.**

2. Please note that per the stipulations of the prior zoning case on the site (Ord. No. 4289), all off-site infrastructure required for Phase 1 will be a requirement of this phase if not constructed prior to development of this Phase.

**All off-site infrastructure will be a part of Phase 1. We acknowledge that if not constructed prior to the development of Phase 2, it will become a requirement of this phase.**

**TIMA**

3. The site plan provided indicates a north-south road within Paradise Valley as Palmeraie Drive and the east-west road extending from the 6750 North signal is labeled Spectrum Drive. In multiple instances of the TIMA, the east-west road is referred to as Palmeraie Drive which may cause confusion.

**Palmeraie Drive and Spectrum Drive have been updated accordingly throughout the TIA and the graphics.**

4. Please revise Table 6 to verify Internal capture trip volumes with what is included in Appendix E.

**Table 6 has been revised with the proper internal capture values as presented in Appendix E.**

5. Please revise Table 6 to verify Saturday peak hour trips – ITE's trip Generation Manual provides data for all land use codes used (though may be at different times). The TIMA appears to overestimate base trips by roughly 380 compared to ITE rates.

Saturday trip generation rates have been updated using the 10<sup>th</sup> edition of the Trip Generation Manual. Saturday Peak hour of generator was used when available, otherwise, peak hours of adjacent street were used for all land uses.

6. Please revise Figures 9 and 11 to verify ADTs presented.

Figure 9 and Figure 11 have been updated with current ADT values.

7. Please revise the traffic and improvement analysis to verify summary of Scottsdale Road and Indian Bend Road matches Table 8 and Table 8 matches applicable reports in appendix. Also verify summary of Scottsdale Road and 6750 North/Palmeria Drive & Scottsdale Road and Lincoln Drive matches Table 8.

The summary of the intersection of Scottsdale Road and Indian Bend Road has been updated and verified to be consistent throughout the report. The summary for Scottsdale Road and 6750 North has also been verified and updated where appropriate.

8. Please revise Table 9 to correct an issue for Scottsdale Road and 6750 North, northbound left – a 95<sup>th</sup> percentile demand of 460' while providing only 160' will likely often block the through lane causing an unacceptable safety condition.

A large portion of traffic was shifted to Indian Bend Road to equalize the left turn volumes at each intersection. Even with the shift in traffic; dual northbound left turn lanes will be recommended at this intersection so as to not cause blocking of the through movements on Scottsdale Road.

9. Please revise Figure 12 and instances throughout related to the following:

a. Scottsdale Road and Indian Bend Road – 2<sup>nd</sup> SB left turn lane already exists. 2016 existing condition may remain the same, but please indicate in narrative of existing conditions and include in future conditions.

Figure 12 has been updated to indicate that the second southbound left turn lane at Scottsdale Road and Indian Bend Road already exists. Narrative has also been updated to indicate that it was not present in the 2016 condition, but is present today.

b. Scottsdale Road and Indian Bend Road – prior case has stipulation to add southbound right turn lane. Include in proposed conditions.

Proposed conditions now include a southbound right turn lane at the intersection of Scottsdale Road and Indian Bend Road.

c. Scottsdale Road and Indian Bend Road – EB right turn lane shows conversion to 2<sup>nd</sup> through lane which is not reflected in analysis. Please verify.

The existing right turn lane will be reconstructed as a shared through/right turn lane on the eastbound approach in the future condition. The analysis and Figure 12 have been updated to show this improvement.

d. Scottsdale Road and 6750 – Verify 2<sup>nd</sup> EB left turn lane.

Based on the most recent set of plans, produced by CivTech in May 2019, the eastbound approach of Scottsdale Road and 6750 North will be reconstructed to include a second left turn lane.

e. Scottsdale Road and 6750 – NB left turn condition – geometry and/or site design must change so that vehicles making this turn do not cause blockage to Scottsdale Road.

Dual northbound left turn lanes will be recommended at this intersection as to not cause blocking of the through movements on Scottsdale Road. Even with redistribution of traffic to utilize Indian Bend Road, the queue storage anticipated at this intersection exceeds the existing queue length available. The dual turn lanes can be provided in a later phase to observe traffic flows as development occurs.

f. Indian Bend Road between Intersection A and Intersection 3 – cross section indicating an EB left turn may need to be updated with roundabout condition.

Cross sections have been updated and verified.

#### Circulation

10. Per the stipulations of the prior zoning case for the project (Ord. No. 4289), “Before any Certificate of Occupancy is issued for Phase 1 of the development project, the developer shall construct transit facility improvements (transit pad and shelter, landscaping, bench and trash can) on N. Scottsdale Road just south of E. Indian Bend Road (existing bus bay). The improvements shall conform to COS Standard Detail #2264, and be consistent with the Scottsdale Road Streetscape Design Guidelines. Any portion of the transit facility improvements that extend outside of the N. Scottsdale Road right-of-way shall be contained within a transit facility easement dedicated to the City by the owner prior to issuance of any building permit for Phase I of the development project. Final design and location of transit facility improvements shall be subject to the review and approval of Transportation Department staff.” Please update the project plans accordingly to show these required improvements.

Transit Facility Improvements will be a part of Phase 1 of the development. These improvements will comply with the COS Standard Detail and the Scottsdale Road Streetscape Design Guidelines. We acknowledge that if not constructed prior to the development of Phase 2, it will become a requirement of this phase.

#### Drainage

11. A revised Preliminary G&D Plan has not been submitted with the 2nd submittal of the case. Although a set of the Preliminary G&D Plan is included in the revised Preliminary Drainage Report, it is the same one from the 1st submittal. Also, the 2nd cycle of the Preliminary Drainage Report appears to be identical to the 1st submittal except for the cover page. Therefore, a DRAINAGE review was not done in the 2nd cycle. A thorough review of the Preliminary G&D Plan and the Preliminary Drainage Report will be done in the next cycle.

Plans have been revised.

12. If the client intends to replace the previously proposed 3-barrel 10'X5' box culvert with a 2-barrel box culvert, then such changes must be clearly demonstrated both on the Preliminary G&D Plan and in the Preliminary Drainage Report in the next submittal.

12'x6' Box Culvert have been incorporated into G&D Plans and Drainage Report.

13. Please note that the email attachment that the applicant included in an earlier email does not match with the communications that Storm water staff had with the Engineer. The engineer was supposed to propose a 2-12'X6' box culvert to be consistent with the Master Drainage Report that CVL prepared for the Ritz-Carlton site for the Town of Paradise Valley. The email attachment contains some calculations for a 2-10'X5' box culvert and not for a 2-12'X6' box culvert.

12'x6' Box culvert have been incorporated into G&D Plans and Drainage Report.

#### Water and Waste Water

14. Please submit the revised Water and Wastewater Basis of Design Reports to your Project Coordinator with the rest of the resubmittal material identified in Attachment A. The Basis of Design Reports shall be updated to follow DSPM flow criteria of Sec. 7-1.403. Please contact Water Resources staff Richard Sacks for more information.

EPCOR provides water service to the project, and the water report provided is per EPCOR standards. For the wastewater report, and deviations from the DSPM were used and approved for the Ritz Carlton project. The Palmeraie outfalls to the Ritz system, so the same design assumptions were used to maintain consistency.

15. All minor intersections should use type CL driveways that allow pedestrians to cross without having to yield to vehicles; sidewalk should be continuous. (DSPM 5-3.200; DSPM Sec. 5-3.205; COS Standard Detail #2256, COS Standard Detail Drawings – 2015 Revision)

Per discussions with City staff, this comment was only intended to apply to driveways on public streets. Those driveways have been revised to comply with the specified detail. Revisions have been incorporated to allow for continuous sidewalks and pedestrian crossings without having to yield to vehicles. Please refer to the e-mail correspondence that was provided with the submittal as reference.

16. There should be a more direct sidewalk connection to the existing transit stop on Scottsdale Road. (DSPM 2.1-310; 2008 Transportation Master Plan: Ch. 7, Sec. 8)

Min 6' sidewalk was incorporated into plans.

#### Engineering

17. The second submittal of the project plans did not address Comments #18, #19 and #20 from the 1<sup>st</sup> Review Comment Letter. Please provide additional plans and diagrams to demonstrate compliance with the comments outlined in Comments #18, #19 and #20 of the 1<sup>st</sup> Review Comments Letter. (Zoning Ordinance, Sec. 1.305.)

Refer to sheet A112 for refuse plans. Below are revised responses for Comments #18, #19 and #20 of the 1<sup>st</sup> Review Comment Letter.

18. Please revise the project plans to comply with the following location and design requirements for non-residential, mixed-use, and multi-family residential refuse and recycling enclosures. Please locate and position the enclosure(s): (DSPM, Sec. 2-1.309)

All trash and recycle locations have been noted on sheet A111. Refer to sheet A112 for refuse plans.

a. So that the approach pad for the enclosure(s) is located that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of 13 feet 6 inches (14 feet is recommended), and unobstructed minimum vertical clearance above the approach pad and refuse enclosure of 25 feet. (The vertical clearances are subject to modification based on enclosure container size, location, and positioning as determined by the Sanitation Director, or designee.);

All enclosures are located so that the refuse truck has a minimum unobstructed vertical clearance of 13'-6" and unobstructed vertical clearance above the approach pad of 25'-0".

b. In a location that is easily accessible for collection, and does not require the refuse truck to “backtrack”;

The trash enclosures are easily accessible and do not require the refuse truck to “backtrack”.

c. A maximum 100 feet distance from building service exit to refuse enclosure;

The distance from building service exit to refuse enclosure will not exceed 100'-0”.

d. So that collection vehicles do not back up more than 35 feet;

The collection vehicles will not have to back up more than 35'-0”.

e. So that the path of travel for the refuse truck accommodates a minimum vehicle turning radius of 45 feet, and a minimum length of 40 feet;

The path of travel for the refuse truck will have a minimum turning radius of 45'-0” and minimum length of 40'-0”.

f. So that the approach pad is level, with a maximum of 2 percent slope;

The approach pad will be level with a maximum of 2 percent slope.

g. So that the enclosure(s) are not placed between the on-site buildings and adjacent lower density residential unless there is no reasonable alternative. In these situations, orient the enclosure(s) towards the interior of the property;

This comment does not apply based on the locations noted on sheet A111-112.

h. So that the enclosure(s) are not placed next to drainage ways or basins, unless there is no reasonable alternative;

The enclosures are not located next to drainage ways or basins.

i. So that the enclosure(s) are not placed between the street and the front of the building, unless there is no reasonable alternative; and

This comment does not apply based on the locations noted on sheet A111-112.

j. So that the enclosure(s) are not placed at the end of a dead-end parking aisle.

The enclosures are not placed at the end of a dead-end parking aisle.

19. Compactors may be used as an alternative to refuse or recycling containers. To determine adequacy and site location of compactors, if proposed, please provide the following on a refuse plan:

a. Compactor type,

Refer to sheet A112 for compactor type.

b. Compactor capacity – state on site plan compactor capacity conversion equating to the city’s required 1 enclosure for every 20,000 square feet with no recycling,

Refer to sheet A112 for compactor capacity calculations per DSPM Table 2-1.311.B.

c. Compactor location, addressing the following:

i. Place the refuse compactor container and approach pad so that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of thirteen (13) feet six (6) inches (fourteen (14) feet is recommended), and unobstructed minimum vertical clearance above the concrete approach slab and refuse compactor container storage area concrete slab of twenty-five (25) feet,

All refuse compactor containers and approach pads are located so that the refuse truck has a minimum unobstructed vertical clearance of 13’-6” and unobstructed vertical clearance above the approach pad of 25’-0”.

ii. Place the refuse compactor container in a location that does not require the bin to be maneuvered or relocated from the bin’s storage location to be loaded on to the refuse truck,

The refuse compactor containers are located so that the bin does not need to be maneuvered or relocated from the bin’s storage location to be loaded on to the refuse truck.

iii. Provide a refuse compactor container approach area that has a minimum width of fourteen (14) feet and length of sixty (60) feet in front of the container, and

An approach area of 14’-0” in length and 60’-0” in front has been provided at each refuse compactor container.

iv. Demonstrate path of travel for refuse truck accommodates a minimum vehicle turning radius of 45', and vehicle length of 40'.

The path of travel for the refuse truck will have a minimum turning radius of 45'-0" and minimum length of 40'-0". Refer to sheet A112.

20. Although not a requirement, recycling is an amenity found to be desired by Scottsdale residents. Please note if recycling containers will be provided for the development project.

Recycling containers will be provided and are noted on sheet A111-112.

18. Please update the project plans to provide a minimum 6-foot-wide accessible pedestrian route from the ground floor retail of Building T of the development to each abutting public/private street that provides a pedestrian sidewalk/multi-use trail. (DSPM, Sec. 2-1.310)

Connection was added between buildings U and T.

#### Circulation

19. Provide more detail regarding the internal circular intersection designs. It's not clear how the sidewalk connections will be maintained across the intersection and what type of curb is proposed.

Information has been added to circulation plans.

20. Provide more detail regarding the eastern driveway on Indian Bend Road. There is a note on the landscape plan that identifies this as a drop-off, but it doesn't seem wide enough and the drop off appears to be on the exiting side of the driveway.

This drive is a secondary right in right out access point for parking. Most vehicles are anticipated to enter/exit at the primary access point on the south side of the building. The secondary access point was shifted west 90'-0" to address concerns related to drivers accessing the left-hand turn lanes to head north bound on Scottsdale Road. This shift aligns the drive with the left-hand turn striping. There is flexibility to shorten the striping if needed. The striping is a part of the Phase 1 submittal and roundabout design. Drop off has been enlarged to allow for cars on both sides.

21. This offset intersection is poor design and will lead to vehicles cutting diagonally across the intersection instead of making proper turns. The drives should align or be offset further.

This drive has been removed from the plans.

22. The raised median in Indian Bend needs to be extended further east to prevent drivers from making left-turns into the site driveway.

Median will be extended as shown on plans along with Indian School Road paving plans.

23. This service area needs to have limited access. Vehicles will not be allowed to make left-turns this close to the roundabout. How does the sidewalk continue across this entry? This needs a lot of work to make it function appropriately.

Access to this service area has been limited. The primary garage entry was relocated to the south end of the building to limit the access on the west side. Refer to sheet A111-112. This change eliminates the need for drivers to make a left-turn after the roundabout. The sidewalk continues across the reduced service area access and is reflected on the plans.

24. Identify loading areas for residential buildings that accommodate moving trucks, service vehicles and delivery trucks that do not block main access drives.

Refer to sheet A111-112 for the location of building P residential loading area. The loading area provided allows enough space to accommodate moving and service vehicles without blocking main access drives.